



City of Bainbridge Island
Meeting Summary
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May 18, 2006

Subject: COBI/WSF Joint Planning

PRESENT:

City of Bainbridge Island

Mayor Darlene Kordonowy

Council Member Chris Snow

Council Member Nezam Tooloee

Council Member Debbie Vancil

Washington State Ferries

Mike Anderson, Executive Director

Paul Brodeur, Director of Vessel Maintenance

Russ East, Director of Terminal Engineering

Celia Schorr, Acting Corporate Communications Director

FACILITATORS:

Marcia Wagoner, PRR, Facilitator

Cathie Currie, City of Bainbridge Island, Scribe

AGENDA

- 1) Actions: COBI, WSF
- 2) Information Requests: WSF, COBI
- 3) Planning Agreement – What it might include
- 4) Framework: Near/Mid-/Long-term
- 5) Public Information – What and when
- 6) Next steps

MEETING NOTES:

This is the third meeting between Washington State Ferries and the City of Bainbridge Island to define issues and discuss a path forward between the agencies in planning for the larger ferry terminal area. The meeting began with updates from Mayor Kordonowy and Mike Anderson on what actions have occurred since the last joint planning meeting on May 11, 2006.

COBI: (Darlene Kordonowy)

- Received letter from WSF Friday requesting delay in the scoping process. Unfortunately, it was received too late to do appropriate legal notice prior to the scoping meeting scheduled for May 16.
- Extended scoping timeline.
- City Council passed Resolution 2006-20 on May 10, establishing panel of volunteer experts to advise the ad hoc council committee, provide technical assistance.



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- The Mayor acknowledged that there is a difference of opinion between the two organizations over who should be the lead agency for SEPA, and extended her appreciation for WSF's efforts to work together.

WSF: (Mike Anderson)

- WSF directed letter to COBI, as referenced by Mayor Kordonowy.

RESPONSE TO INFORMATION REQUESTS:

WSF:

- Mike Anderson distributed three handouts, on WSF Eagle Harbor Maintenance Facility Project Timeline, WSF Bainbridge Island Projects Structure, and Bainbridge Island Ferry Terminal Project Timeline for review and discussion.
- Mike pointed out that one of the reasons that Phase 3 needs to be completed before Phase 4 can begin is that staff would need to be moved prior to the rebuild. Also, He also pointed out the critical needs that might require emergency repair, which are part of Project 2. He noted that the welds might need to be done sooner.
- There was discussion of the budgeting for the various phases of the project. Currently, the legislature has budgeted 14.6 million for the 05-07 Biennium, and 20.9 for the 07-09. Project 1 is approximately 9 million. Approximately 4 million is for engineering. The 20.9 for the 07-09 biennium would fund projects 2 and 3.
- Russ East clarified the legislature's budgeting process. The Office of Financial Management projects budgets for 10-15 years out. They provide authorizations to spend on a biennial basis. He noted that a contract signed during the current biennium can encumber funds as carry-overs into the next biennium. The fact that the Legislature has offered buyoff on WSF's 10 and 16 year plans indicates that the funding is basically committed. Funding is planned, programmed, appropriated, and authorized. That indicates an expectation that projects will be planned and implemented.
- The group reviewed the Terminal Project Timeline. Mike Anderson noted that of the funds committed by the legislature, 80 of the 160 million is allocated to specific line items, and would require Governor (via OFM) or legislative approval to reallocate should some portion of the project not be implemented. He noted that 30 million of that amount was allocated to the third slip, which is now not planned. WSF will seek reallocation of those funds to the Bainbridge project when the Master Plan is done, but this allocation is not guaranteed.
- It was noted that the state is currently operating at an approximately 700 million deficit, which may place added pressure on funding.



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COBI

- Mayor Kordonowy distributed a summary of the City's planned projects surrounding Eagle Harbor, noting that they largely reflect the City's Capital Facilities Plan. These are significant projects for the City, which could be impacted by or benefit from changes at WSF's Maintenance Yard and Terminal.
- There was a brief discussion of the Ordinance on Vessel Speed and Wake (waterskiing). WSF expressed concerns about possible increase in waterskiing in the Harbor, and Russ East noted that he is on the list of interested parties to receive updates on this issue.
- There was a brief discussion of Winslow Tomorrow's planning efforts for the Ferry District. Mayor Kordonowy noted that the City intends to invite WSF to provide a representative to the interview panel for an urban designer for this project.
- It was noted that the Boat Haul Out facility is currently not in the Capital Facilities Plan, but that it is a goal for the City and it is anticipated that it will be added to the CFP once plans are completed.
- Council member Tooloe asked WSF to consider whether they would be interested in co-owning the Winslow Marine property with COBI.

PLANNING AGREEMENT:

- Council member Tooloe distributed "Major Components of Integrated Planning." He noted that the dotted line indicates the projects around which COBI desires to have influence. He noted that WSF serves as lead agency on the Maintenance Facility and Terminal, and that COBI has the traditional avenue of influence through the permitting process.
- It was noted that the Maintenance Facility, by its physical location, is in the middle of an area which is the subject of potential intensive changes in planning policies by COBI. The question was raised, "How do you look at permitting a major project while you are considering major policy changes?"
- Mike Anderson noted that WSF is planning for the Maintenance Facility and the Terminal, while COBI is concurrently planning for the Ferry District, which encompasses these projects. He suggested that collaboration in planning should be a two-way street between the two organizations.
- Council member Tooloe suggested an approach of integrated planning, and distributed a chart of "Proposed Decision Making Process." He noted that this process includes three distinct stages: Assessment, Options, and Decisions. Throughout these stages, there would be a cycle of communication between decisionmakers and task forces, similar to the iterative process described in WSF's "Projects Structure" document.



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- Council member Tooloe noted that COBI is just beginning the process of organizing for the urban design of the Ferry District, and that WSF is invited to participate with decisionmakers and task forces as they begin their process of planning for the Terminal. It is more challenging to envision implementation of the iterative process for the Maintenance Facility, as WSF is further down the road in planning for that project.
- Russ East pointed out that it is disconcerting that 305 is outside of the circle (dotted line indicating COBI's desired area of influence), given its central importance as transportation avenue for the surrounding area. The Mayor noted that both COBI and WSF are involved in the early stages of planning for changes to 305.
- The suggestion was made that perhaps the Highway 305 segment of the chart should be moved between WSF Maintenance Yard and Passenger Terminal, since it is physically between these two projects and has a significant practical impact on both.
- Council member Tooloe distributed the chart "Potential Near-term Resolution for Maintenance Yard," and noted that it should be read from the bottom up. The five phases describe the five construction phases planned by WSF.
- It was suggested that Seismic Upgrades should perhaps move up a level, to be part of the "Complete Remodel."
- Council member Tooloe asked whether it would be possible for WSF to fix what must be fixed now – the Critical Needs, Phase 2, and "roll" the remaining WSF projects, phases 3, 4 and 5, in to an integrated whole. Phase 3 could be held to be implemented along with Phases 4 and 5, which represent new activities, and could undergo a SEPA process together. Thus, the Ferry District, Terminal, and Maintenance Yard could be addressed through the planning process described in "Proposed Decision Making Process."
- WSF staff pointed out that they view Phase 4 as a remodel of the existing building, which they do not believe needs to be moved into the SEPA process.
- Council member Tooloe pointed out that by linking the remodel to repairs to the dock and not allowing it to be part of the larger planning process, WSF might be closing options that might work better for COBI and that could work just as well as the current plans for WSF. He noted that the community is not yet "on board" with the Maintenance Yard remodel. Once WSF commits the funds to do the seismic upgrade on the existing building, the plan is fixed, foreclosing other options.



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WSF OPTIONS FOR CONFIGURATIONS OF MAINT. FAC LIMITED:

- Mike Anderson pointed out that, partly due to the MOA regarding the Boat Haul Out facility, there are not a lot of options for reconfiguration of the Maintenance Facility buildings.
- WSF did extensive evaluation of the best potential layout of the facility, including an analysis of the industrial processes conducted at the site and efficient patterns of delivery for materials and supplies, before developing their plans. They determined that the current plan for Phases 1 – 4 is optimal for the long-term financial and functional efficiency of the site.
- WSF noted that there is a distinction between repairs needed to maintain Maintenance and Operations, and improvements to the Maintenance Facility. If phases 3, 4 and 5 were folded into a combined public process, WSF would face challenges in meeting their timeline for improvements necessary for the function of the Maintenance Facility.
- Mayor Kordonowy suggested that it might be possible to conduct an accelerated process to look at what might be necessary to meet the needs of both the City and WSF. There could be a planning process to look at the remainder of the site beyond the building. This could be a three hour charrette, involving planners from both sides. COBI and WSF might find out that they are in agreement on use of the site. This could allow WSF to meet its timeline, conduct immediately necessary actions, and accomplish the goals of the agreement.
- Russ East suggested that Phase 5 is the place for analysis of options, which can address larger issues such as public access, relationship to the Ravine and Unocal sites, and potential new City regulations. He suggested that the dotted line on “Potential Near-Term Resolution for Maintenance Yard” should surround Phases 1 – 4.
- Paul Brodeur reiterated that WSF had considered possible teardown/move of existing buildings at Maintenance Facility, and determined that given the needs for a storeroom, Annex and the MOA, the building is best in its current location. He noted that WSF had originally envisioned a one-story building, but realized that due to the site restrictions that would not work.
- Marcia Wagoner pointed out that it appears that there is a body of work (analysis of best use of the site) that has been conducted by WSF to which COBI has not had access. It might be helpful for COBI to have that information.

FUTURE ACTION:

- It was suggested that the group consider the possible effectiveness of a charrette to determine future opportunities.
- There was discussion of what COBI would need in order to feel comfortable about moving the dotted line (indicating planned actions moving ahead without



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larger planning process) to include Phase 4 of the Ferry Maintenance Yard improvements.

- Mike Anderson pointed out that, in order for WSF to complete its planned improvements, they must meet a habitat protection window of Feb. 14, 2007. This would require an agreement on the plans by June 14.
- To make this work, WSF will need to know by the next meeting whether COBI can accept the givens of the current plan.
- Council member Vancil pointed out that it is important to make sure that environmental issues are on the table for the next meeting. According to WACs, rebuild/remodel are different from repair and maintenance.

NEXT MEETING:

- It was suggested that it might make sense for Lisa Parriott to attend part of the next meeting to address the planning process which WSF went through for the Maintenance Facility.
- Perhaps the meeting should be structured in segments, so that folks like Lisa can be scheduled to come and go without sitting through the entire meeting.